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IN 31849

TOR: 15/0034Z JAN 69 DES

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REF: INCIDENT REPORT ARTICLE 057

1. THIS HQS HAS REVIEWED THE REF INCIDENT REPORT AND HAS FOLLOWING REQUEST REGARDING REPORT.

A. REQUEST DET CMDR'S COMMENTS, CONCURRENCE, AND RECOMMENDATIONS ON REPORTS FINDINGS/RECOMMENDATIONS. FURTHER REQUEST COMDR SUBMIT PROPOSED FOLLOW UP ACTIONS TO BE TAKEN ON FINDINGS/RECOMMENDATIONS.

B. REQUEST DET CMDR/OPS OFFICER REVIEW IPS MOBILE CONTROL PROCEDURES AS PERTAINS TO VERTICAL INSTRUCTIONS TO U-2 PILOTS DURING LANDINGS. FEELING HERE IS THAT THESE INSTRUCTIONS MAY REACH A POINT OF DIMINISHING RETURN OR IN FACT THEY MAY ACHIEVE OPPOSITE RESULTS THAN INTENDED. IF U-2 PILOT TRAINEES BECOME TOO DEPENDENT UPON THESE TALK DOWN INSTRUCTIONS THEY IN FACT COULD BE "BEHIND" THE AIRCRAFT DURING LANDING. IT IS NOT OUR INTENTION TO NEGATE THE REQUIREMENT FOR, AND EFFECTIVENESS OF MOBILE CONTROL SINCE IT IS HIGHLY DESIRABLE TO HAVE SUPERVISION AND INSTRUCTIONS FROM MOBILE WHEN AND WHERE APPROPRIATE

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AT THE SAME TIME, HOWEVER, WE LEAN TOWARD AVIODANCE OF
OUT OF PHASE INSTRUCTIONS THAT COULD CONFUSE NEW PILOTS DURING
THE LANDING PHASE. ULTIMATELY HQS DESIRES THAT ALL U-2 PILOTS BE
CAPABLE OF LANDING THE U-2 AT ANY AIRFIELD UNDER ANY CONDITION
WITHOUT TALK DOWN INSTRUCTIONS. REQUEST YOUR COMMENTS PLS.

C. REF REPORT MENTIONS A LEFT WING HEAVY CONDITION
BUT DOES NOT GIVE WEIGHT/FUEL DIFFERENTIAL. IF AVAILABLE
REQUEST HQS BE PROVIDED THE FUEL AND WEIGHT DIFFERENTIAL.

2. AS AN OVERALL COMMENT HQS CONSIDERS THE REF REPORT
EXCELLENT IN ALL RESPECTS. IT GIVES THE HQS STAFF MUCH INSIGHT
INTO THE PROBLEMS ASSOCIATED WITH THE INCIDENT.

END OF MSG

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